

## Roundabouts... (rotaries)

Roundabouts require traffic to circulate counterclockwise around a center island. Unlike [Traffic Circles](#), roundabouts are used on higher volume streets to allocate right-of-way between competing movements.

### Good for:

- Locations with a history of accidents;
- Intersections where queues need to be minimized
- Intersections with irregular approach geometry
- Providing inexpensive-to-operate traffic control as an alternative to a traffic signal
- Handling a high proportion of U-turns
- Locations with abundant right-of-way

### Advantages:

- Roundabouts can moderate traffic speeds on an arterial
- They are generally aesthetically pleasing if well landscaped
- They enhanced safety compared to traffic signals
- They can minimize queuing at the approaches to the intersection
- They are less expensive to operate than traffic signals

### Disadvantages:

- They may be difficult for large vehicles (such as fire trucks) to circumnavigate
- They must be designed so that the circulating lane does not encroach on the crosswalks
- They may require the elimination of some on-street parking
- Landscaping must be maintained, either by the residents or by the municipality

### Effectiveness:

- Average 29% reduction in accidents, with a reduction from 9.3 to 5.9 accidents per year (from a sample of 11 sites; source: [Roundabouts: An Informational Guide](#)).

### Similar Measures:

- By constructing a small island in a neighborhood intersection and leaving the existing curbs, you have a [Traffic Circle](#)

### Cost Estimate(s):

- Varies by materials used and the amount of area covered



**Beaverton, OR** - This roundabout includes a fully landscaped center island and splitter islands. The splitter island helps to guide approaching traffic onto a counterclockwise path around the center island, but the angle shouldn't be so sharp as to require drivers to crane their necks.



**Tallahassee, FL** - Here a bicyclist waits for an approaching car to pass before entering the roundabout. Bicycle treatment at roundabouts can happen in either of two ways: they can be encouraged to "take the lane" and travel on the circulating lane with motor vehicles, or they can be guided onto the sidewalks and encouraged to use the crosswalks..



**West Palm Beach, FL** - This roundabout demonstrates the setback of the crosswalk from the circulating lane. This setback should allow at least one car to be able to pass the crosswalk and wait

safely before entering the circulating lane once an adequate gap occurs.

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**Summerville, NV** - This roundabout has a wide, multilane approach, but with the markings faded, these lanes are somewhat ambiguous

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